



Freeway planners get more time

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The proposed South Mountain Freeway's timetable has slipped again, potentially giving state transportation planners more time to negotiate a route away from homes in the Ahwatukee Foothills.

The long-awaited draft environmental impact statement originally was expected last fall. Then the Arizona Department of Transportation said the draft would be out by January. In December, ADOT said the draft report of air, noise, wildlife and other impacts wouldn't be released until late summer of this year. ADOT now says the draft won't be ready until early 2008.

"The work on any environmental impact study is very detailed and the process is often subject to time extensions," ADOT spokesman Doug Nintzel said in explaining the slipping timetable. "It comes down to a lot of detailed work to review what we have studied so far."

Nintzel said the report for the 10-lane, 22-mile freeway is one of the most complicated ADOT has ever undertaken.

"This is probably the most detailed environmental process the agency has worked through since the study for the I-10 Deck Park Tunnel. It just takes time to take care of all the required details."

A freeway opponent said the delays are good for the opposition.

"I personally think it gives the governor and other state officials potential time to negotiate with the GRIC (Gila River Indian Community)," said Jim Jochim, a member of the grass-roots opposition group Protecting Arizona's Children's and Resources.

"And as for PARC, it gives us more time to raise funds for our little war chest and to line up experts. I think time works to the advantage of people opposed to building it on Pecos Road.

"I also think (PARC attorney) Howard Shanker has played a role in this. They (ADOT) know that PARC isn't out here asleep, so to speak. It's given them a wake-up call because once they release the draft EIS, it becomes a fairly mechanical process, a 45-day comment period, the final EIS, then the ROD (record of decision) and it's done."

What do you think?

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Your comments

Just build the road! The area needs it and has been planned for years. Enough is enough. Nice waste of even more funds. How many people cripe about the current 101,202,303 roads after they are in. Hey let's go back to a 4 lane US 60. Deal with the growth and build the road. (**scott3984**, April 6, 2007 02:39PM)

Anybody who trusts ADOT and thinks they know what they're doing...enjoy reading these articles.

<http://www.phoenixnewtimes.com/2006-06-01/news/friends-at-work/>

<http://www.phoenixnewtimes.com/2006-06-01/news/friends-at-work/> (**Sam1222**, April 6, 2007 02:21PM)

ADOT & MAG:

Do something revolutionary for a change. Use this money to build rail from Queen Creek Road to Downtown Phoenix in the median of I-10.

Destroying the world's largest municipal park, a community and providing easy terrorist access to Phoenix's only oil supply for a 22 mile freeway is insane.

(**Sam1222**, April 6, 2007 02:16PM)

I love the ignorance of all the folks who just say that this is all the fault of the Ahwatukee residents (actually crybabies as most are saying). Their assertion that it is our faults because this has been on the books for 20 years but yet we chose to build houses is one of my favorites. Quite obviously you know very little about the facts, hence the reason that you throw out that old, tired argument about how it must be the residents fault. One of the primary issues with the freeway is the half dozen schools that are right on the freeway right-of-way. These would be public schools by the way, so I guess the government, who builds these schools, must be as lost as us homeowners right. How about the huge church that is going to get mowed down. Surely they must have had advisors that warned them, so they must be as lost as us homeowners, right. Instead of your weak arguments about the Ahwatukee homeowners, how about you take some accountability for once and realize that this is an ADOT and political failure, big time, and you are responsible for the individuals who run ADOT. Of course you won't think that way however because it is so much easier to blame everyone else. If you want this freeway and want it done right, why don't you figure out a way to actually make a difference. (**Tom3323**, April 6, 2007 02:12PM)

My kids used to come home from school and tell me that they were having trouble breathing. I started to get a wheeze when I exhaled and would get sick every three months. Its been about a year and my kids aren't complaining about breathing problems anymore. I dont wheeze anymore and I havent gotten sick once. I moved out of Phoenix a year ago.

ADOT has delayed the EIS a year and a half now. They freeway was planned 20 years ago. How long does will it take for ADOT to admit that the freeways have a negative impact on the environmnet. AZ is getting ready to lose federal funds because AZ cant take steps to reduce the pollution in the city. Look at the air your breathing

and get a clue. Just building more freeways is not the only answer to traffic congestion. (**Agusto3245**, April 6, 2007 12:52PM)

This is not a CANAMEX corridor like the person below suggested. It is unfortunate that people who live in the freeway path are trying to outright lie to convince the vast majority to go against the freeway. The CANAMEX corridor through Arizona is I-19 to I-10, I-10 to I-8, I-8 to AZ 85, AZ 85 to a new road along Vulture Mine Road to US 93, and US 93 into Nevada. This has been known for years and years now. The purpose of CANAMEX is to take truck traffic OUT of the CITIES. That is why they are bypassing Phoenix using I-8/AZ 85. To say that South Mountain Freeway – an urban freeway – will be used for this purpose is dishonest and disgusting. But what do you expect from someone who was stupid enough to move along a freeway path?

Yes there will be congestion on the new freeway – that is a fact of life for any major city. The purpose is that time in traffic is significantly less than if we didn't have any freeways at all. Look at two examples – LA, who WAS building themselves out of congestion until a liberal NIMBY push in 1970 effectively halted freeway expansion and created the mess they have today, and Tucson, who never built any freeways. Tucson expanded, sprawl never stopped, mass transit is underused, and rush hour is HELL.

Anyone who thinks that freeway construction is inherently the wrong way to go should spend some rush hours in Tucson. They didn't achieve any of their goals by halting roadway development and now they are living with the consequences. (**Jason5200**, April 6, 2007 12:39PM)

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i wish everybody would just get out of the way so that we could have this much-needed bypass built. i'm sick of selfish people with their corny homes in fake homogenous suburbia putting their dumb kids and swimming pools in front of the needs of others...as a matter of fact, i'll drive down there to awatooke or however it's spelled and start building the darn thing myself with a shovel and some dirt pails...so if i don't post on here for awhile, you know where i'm at. (**Nicholas8960**, April 6, 2007 12:35PM)

By every measure, LA has the most miles of freeway than ANY other place on earth. By every measure, LA is the MOST gridlocked city on earth.

Quality of life? What are you smoking? Particulate matter must be getting to your brain. (MI5242, April 6, 2007 12:07PM)

I love L.A. The only place I like better is San Francisco. I grew up in Scottsdale during the late 1970's and I moved to L.A. as soon as I was old enough. This place will always be my home but the more it becomes like Los Angeles, the more I like it here.

This freeway, more than any other, has the potential to reduce congestion on the 10 Freeway. By providing through traffic with a route to bypass central Phoenix, this freeway will eliminate a substantial number of cars but the biggest benefit will be the number of diesel trucks that will no longer be competing for freeway space on the more congested side of So. Mtn. This segment of the 202 needs to be ten general purpose lanes and an HOV lane east and west, built below grade through the park, the eastern half on leased Indian land and aligned on the west side with the 101 Freeway. Once it's built the focus will shift to whether or not to build the 801.

As one who has lived in the Valley with freeways and without, I would never want to go back to not having them--regardless of how congested they are. Building them has contributed to the quality of life. Those who don't want freeways should move to Prescott, or Payson or Safford, Benson, Sierra Vista, Wilcox... (Steve2686, April 6, 2007 10:52AM)

plans for the loop 101 and the 202 were developed about 25 or 30 years ago and look how long it took them to build those freeways. az freeway funding goes like this taxpayers give billions a year. The state takes 90% and puts it in the politicians pockets for reviews studies and committees. the other 10% is for striping and putting up a new sign. mismanagement continued it's the states wonderful history. what about the rainy day fund I think it's raining (terry2503, April 6, 2007 10:40AM)

It's interesting how many ppl on this forum fundamentally misunderstand what the purpose of this freeway is. It is NOT designed to relieve any congestion. It absolutely will not - ask MAG or any credible planner. (BTW, I love how real estate brokers think they are experts on these matters - if real estate brokers ran urban development; you'd have houses built in floodplains)

This freeway is planned to accommodate cut-through truck traffic that will be increasing as the CANAMEX corridor speeds up. A truck-bypass is the primary purpose. The secondary purpose is to provide for the conversion of farmland to stick/stucco sprawl pods in Laveen.

That's what your \$1.7 billion is being used for Phoenix residents. Not you, not your commute - it's used for international trucking and land brokers and subdividers.

Wake up! You are being robbed of the opportunity to live in a quality city. (MI5242, April 6, 2007 10:36AM)

You know, we, the people of Maricopa county are stupid! You people from California move here and try and govern our state to mirror the image of California! Isn't that why you left because of the overcrowding and that fact that you can't afford to live there?

Development for our freeways and mass transit system has been slow and tedious. Do you really think people in the west valley don't suffer right along with the people in the east valley?

Why are we not proposing to run the transit system along I-10, like it was intended when the it was built? You people who whine about "not in my area", are the cause for the rest of the suffering that we go through.

And why is ADOT not be held accountable for not getting the roads built and completed in a timely manner? Wasn't there a tax proposed for school to built when a new sub division goes in? Shouldn't we have something similiar for our freeways and mass transit areas?

When I moved to Arizona, you could see the Superstition Mountains all the way from Buckeye. Now you can't see anything but smog every day of the week! This won't change unless we have the roads and transit systems necessary to get from point A to point B.

Wake up people! Let them build the @\$%& freeway bypass and bring on the mass transit! ADOT – make more accessible routing and schedules for transit transportation. That's the way it's done in most big cities. People actually walk from location to location because of transportation systems in place. We're just behind the times and always will be unless we have the courage to stand up and say "built it", use my tax money. That's what I pay taxes for!

This isn't Kansas anymore Toto! Wake-up! Let's revolt and tell government to make it happen. Its our money and we're the ones sitting in the traffic! Not the people in the "woe is me foothills of Awahpooh-pooh! Only we can make the difference! (Julie13, April 6, 2007 10:30AM)

More stall tactics by ADOT because they bit off more than they can chew. Do people actually believe an impact statement will change the end result with federal money involved? Start selling your homes now!(ADOT7543, April 6, 2007 10:26AM)

Don't build it!! Let the people who decided to live in cheap construction out in Buckeye (or Palm Springs, for that matter) sit in traffic all day everyday, to punish them for their poor decision. Those of us who live in the Central City are tired of subsidizing your cheesy, far flung developments.(Joe4858, April 6, 2007 10:24AM)

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